2017 Project Scoring Methodology

Determining Feasibility

1. Clear need for project in near to mid-term (next ten years)
2. Reasonable approach to addressing the transportation issue given existing resources.
3. Project is likely to receive necessary resource agency permits.
4. Clear local support/priority
5. Project is eligible for Federal Funding but isn't
    a. Transportation Alternatives
    b. Congestion Mitigation Air Quality
    c. Highway Safety Improvement Program
    d. Bridge/Pavement maintenance and preservation programs.
6. Likelihood of getting funded in the Ten Year Plan

DOT has recently developed Pavement and Bridge strategies that come into play in considering project proposals for the Ten Year Plan.

Pavement Strategy

- Tiered system where not all roads are equal
    - **Tier 1** – Interstates, Turnpikes & The divided section of Route 101
    - **Tier 2** – Major corridors (Like US 3, US 4, US 202, and Route 16)
    - **Tier 3** – Collectors (like Route 112, Route 31, and Route 155)
    - **Tier 4** – Secondary highways and unnumbered routes

- Make sustainable investments given limited resources
    - **Preservation** – Keep the roads that are currently in good conditions in good condition. It is much less expensive to maintain them than to do higher cost remedial treatments for more badly damaged roadways.

- Maintenance Paving
    - **Keep roads in working order** through low cost paving treatments applied before the road surface becomes too rough. This means higher frequency paving instead of more infrequent (and much more costly) rehabilitation and reconstruction efforts.

Bridge Strategy

- Bridge Priorities (Tiers)
    - **High Investment Bridges** (Memorial, Sarah Long, I-95)
    - **Tier 1** – Interstates, Turnpikes & The divided section of Route 101
    - **Tier 2** – Major corridors (Like US 3, US 4, US 202, and Route 16)
    - **Tier 3** – Collectors (like Route 112, Route 31, and Route 155)
    - **Tier 4** – Secondary highways and unnumbered routes

- Making Sustainable Investments
    - **Keeping good bridges good** – Low cost routine and scheduled maintenance strategies will keep the bridges operating as long as possible before more substantial work is needed.
    - **Restoring poor bridges** – Moderate cost rehabilitation of bridges that are further along in their life cycle
    - **Making a good bridge** – Reconstructing or replace bridges that have reached the end of their life cycle and where replacement becomes a viable option from a financial perspective or is necessary from a structural

perspective. This is an expensive process and each bridge will be evaluated as to whether it should be reconstructed, down-posted, or closed.

- Redundant Bridges
  - Changes to the transportation system and travel patterns have made certain bridges redundant over time. Given limited resources, these bridges should be evaluated for continuing investment in the long term.

Scoring Projects

- **Congestion:** The extent to which the project is intended to reduce traveler delay. Estimated based on scope of project, location, and current levels of congestion.
- **Freight Mobility:** The degree to which the project impacts the movement of goods. Estimated based on perceived utility as a freight corridor.
- **Alternative Modes:** The extent to which the project impacts accommodations for alternative modes of travel. Does the project improve access to goods and services for people without a car.
- **Traffic Volume:** The highest volume project location receive the highest score and the lowest volume project location receives the lowest score.
- **Facility Importance:** Based on Functional classification. Higher classes of roadways receive higher scores. This reflects the "Tiered" approach desired by NHDOT.

Project Selection Criteria Weighting for the State Ten Year Plan

Mobility	**15.52%**
Reduce Congestion	**10.36%**
Freight Mobility	**5.16%**
Alternative Modes	**13.87%**
Network Significance	**15.32%**
Traffic Volume	**8.47%**
Facility Importance	**6.85%**
Safety	**23.02%**
Safety Measures	**16.96%**
Safety Performance	**6.06%**
State of Repair	**13.46%**
Roadway Surface Life	**3.79%**
Bridge Asset Condition	**9.67%**
Support	**18.81%**

- **Safety measures:** To what degree is the project oriented towards making the roadways safer. Is the project purpose primarily safety or is it something else.
- **Safety Performance:** Relative crash frequency at the location based on the last 5 years of available data. Crash severity is factored as well.
- **State of Repair:** Roads and Bridges are listed separately but it is a single criterion. The physical condition of the road or bridge. Roadways in better condition will score higher and bridges in the worst condition will score higher. Currently this is based on the same information from 2013 but will be updated when the new data is received from NHDOT
- **Support:** The degree to which the project supports the vision, goals, and objectives of the community and region. This looks for support of the project by local and regional boards/committees, in local and regional planning documents (corridor studies, Master Plan, Comprehensive Economic Development Strategy), as well as potential economic benefits, and opportunities to leverage other sources of funding. In addition, the project must be compatible with the principles, goals, and objectives of the MPO Long Range Transportation Plan.

The weighting of each of the criteria was determined through an Analytical Hierarch Process exercise at the RPC TAC meeting on February 23rd, 2017. That process, facilitated by NHDOT, compared each criterion against all the others to establish the relative importance of each. This relative importance is applied as a percentage of the total score.